

The Cotswold Section

of the
Vintage Motor Cycle Club



Newsletter

Issue 81 - January 2012



Tom Barker looking for signs in the Cotswolds – Photo by Dave Giles

The views expressed in this Newsletter are not necessarily those of the officers of the Cotswold Section or the Editor:

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Copies of the Newsletter can be obtained from our web-site, by letting the editor know that you want to receive it by email or by sending 6 stamped self addressed C5 envelopes to the editor.

March 2012 deadline is 20th February 2012

From the B190

We have a mixture of articles from riding report, spring frames to picture quizzes which are a good start to the new year. Many thanks for helping.
Reg Eyre KOB1

London to Edinburgh

I'd never ridden 400 miles in a day. But when I first heard that the Ariel Owners Motor Cycle Club (AOMCC) was going to organise a London to Edinburgh run in 2011 as part of the 60th anniversary of the club, that fact didn't enter my head. It was only as the date of the event got closer that I began to get a little apprehensive – would I manage such a long day's ride? I'd ridden about 200 to 250 miles a day when I went to the Italian Rally and the Annual Rallies in Germany and Scotland. But was I going to cope with almost 12 hours in the saddle?

As soon as the rally was announced I got in touch with the organiser and told him to put my name down for it – I think I was one of the first on the list. My thought was that I hadn't been in the club when the event was previously run and this might be my only chance to do this ride. The club probably wouldn't organise another one. I didn't want to miss the opportunity. And if I didn't manage to get to Edinburgh for some reason, well at least I'd tried. Finally, I hadn't done much riding on the eastern side of the country before, so most of the roads were going to be new to me. So Saturday 24th June was now indelibly written in the diary.

On a historic note, the AOMCC had first held their London to Edinburgh Run in 1958. The riders started from Marble Arch at 6am one Saturday morning and arrived in Edinburgh in the late afternoon and early evening. As far as is known, they then turned round and rode back to London! In the following years the event was a little easier as first a dinner in Edinburgh was organised by the Ariel factory and later accommodation in Scotland was also provided by the company. By the mid 1960's the popularity of this run was declining and in 1967 the first of a new type of event took over. The London to Edinburgh has been run a few times since then – to mark special occasions.

Gary Baker had also said that he was going to do the run. So we decided that we would ride to London together and have an overnight stay at a hotel on the Friday night before the ride north. We also agreed, for a number of reasons that, we wouldn't try to ride to Edinburgh together. Generally I don't go quite as fast as Gary so we both felt it

would be best to ride at our own speeds. Also it would mean that we wouldn't feel that we had to stop and help if one of the bikes broke down. Any breakdown that would take more than about an hour to sort out would, almost certainly, mean the rider wouldn't get to Edinburgh in time for the dinner which had been arranged for the evening.

Our Friday afternoon ride up to the hotel at Hayes in West London had its own little twist. Gary's 1948 VG usually starts easily, but it decided it was going to have a starting problem. A slight adjustment to the points gap improved matters but it left both of us wondering whether it was going to appear again the next day or during the following week when Gary was going to be touring around the west coast and islands of Scotland before going to another Ariel rally north of the border.

On Saturday morning we got up before 5 o'clock, packed the bikes and by 5.30am were heading towards Central London. It was an easy route straight up the A4020 through Ealing, Acton, Shepherds Bush and along the Bayswater Road to Marble Arch. The run was scheduled to start at 6 o'clock sharp and when Gary and I arrived at 6.02am the other 20 or so riders were standing in a group having their photograph taken. Then it was helmets on and we were off north up the Edgware Road in light rain - this stopped as we left London. As I expected, I soon ended up near the back of the strung out line of bikes, riding on my own. This is how I often like to ride and it is how I spent most of the run, occasionally catching up with others or, more often, being overtaken, and never riding in a group for long. Gary, I knew, was well ahead of me. So began an enjoyable day's ride at my own pace. I had decided to aim at riding at about 55 mph where the road conditions and speed limits allowed.

The first part of the run, getting away from London and the South East was for me the least enjoyable part of the run. The London roads were littered with speed cameras and traffic light cameras all waiting to catch unwary riders (and make a bit of money for the Exchequer). St Albans wasn't much fun either. It was only past Luton that the ride started to improve. Having had to drive through Bedford a number of times 10 or 12 years ago I expected that, today, it was again going to be a bottleneck. But I was pleasantly surprised – perhaps I was early enough to miss the Saturday traffic. Farther on, near Oakham, I caught glimpses of Rutland Water. And so on to the breakfast stop at Ollerton just north of Nottingham sometime after 10 o'clock. My 1952 tele-rigid VH was running like clockwork and the route sheet, supplemented with a road

map in a 'route roller' attached to the handlebars, kept my mistakes to a minimum. My only incident before breakfast was in Melton Mowbray when the bike wallowed a bit through some bends in the town and I thought it felt as though I had a problem with the wheel alignment – but I knew I hadn't so I put it down to a slippery road surface. There was no obvious diesel or anything else on the road but that could have been the cause.

The breakfast stop had been organised, for those who wanted it, at a garden centre just off the A614. A room had been set aside for us where, for £6.50, we could serve ourselves to a good fried English breakfast. Perfect.

The planned route didn't include any motorways and kept dual carriageways to a minimum. Unfortunately the next bit of the run included parts of the very busy A1 and other dual carriageways through Doncaster and up to Ferrybridge. Having passed the iconic cooling towers at the power station, the roads became generally more pleasant. Tadcaster, York and Thirsk were all bypassed on the way to Northallerton where I stopped at a filling station to refuel both the bike and myself. After a hearty breakfast, a sandwich and a drink were all I wanted.

For me, the last part of the run was the best. The A roads weren't very busy up to Barnard Castle then the route followed the B6278 over the moors through Stanhope before joining the A68 west of Consett. On the day of the run, the bleak moors with deep valleys cut across them were great to ride across but it would have been a different story on a wet and windy day. I looked at the ford at Stanhope which riders on previous runs had ridden through – the level of water in the River Wear was low and it would have been possible to get across the ford without drowning the engine – but there are now barriers stopping access.

The A68 to Jedburgh and beyond was a real pleasure to ride on – little traffic, great scenery, enjoyable bends and for many miles the road ran up and down a series of hills, what fun! I only stopped once more, for a coffee at 'the last café in England' in the village of Rochester. In the café I met some other riders who had nothing to do with the run. One of them was an Ariel club member who was delivering a Huntmaster to his brother on one of the Scottish Islands (it's a small world).

Over the border at Carter Bar, through Jedburgh and, a little later, turn off through Melrose to Galashiels to pick up the A7 for Edinburgh – another delightful road. As I approached Edinburgh, near Gorebridge, it

started to rain a little – but not enough to dampen the enjoyment of the day. After crossing the city bypass it was an easy route, keeping to the A7, to the university hall of residence where we were staying. It was right next to Holyrood Park. I arrived at 6.20pm – 12 hours 20 minutes from London and I felt fine.



Just arrived at Edinburgh

As you can see, I had a rather uneventful ride. This was not the case for every rider. There were small issues like clutches and points that needed adjusting during the day. There were bigger problems such as the Mk I Square Four that did nearly 300 miles on three cylinders. A valve stuck during the morning so the pushrods for that cylinder were removed so that the run could be completed. In fact at one point the bike then dropped onto two cylinders when a plug went down – but that was easily overcome. Unfortunately two riders fell off their bikes on slippery road surfaces, at least one at Melton Mowbray.

After the event I spoke to Gary Baker and he told me that he had the same uncomfortable feeling as I had had whilst riding through Melton Mowbray. His first thought was that he had a rear tyre puncture or the frame might have broken. But when he checked he found that everything was ok. So he put it down to diesel on the road and carried on.

His main problem was oil consumption. He used about 10 litres of oil getting to Edinburgh. It wasn't clear what was wrong. Every time he checked the oil tank, the level had dropped but the pump seemed to be returning the oil. By the time he got to Northallerton he had used up all the spare oil that he was carrying and the tank was almost dry. The bike had also become difficult to start (probably brought on by the lubrication problem) and he had had to push it a few times to get it started. But he was determined to get to Edinburgh that afternoon and he wasn't going to give up. The following week's riding in Scotland and the other rally were also in his mind. So he went to Halfords and bought the cheapest multi-grade oil and a couple of spark plugs and carried on. He got as far as the A68 close to Corbridge when he found that the pump had stopped returning oil. So he took off the pump, got it working ok and put it back on. From then on the consumption settled down. The conclusion he drew was that the return side of the pump must have only been working intermittently. For all who took part, the run was a great success. Everyone who started got to Edinburgh in time for the dinner and everyone enjoyed the event.

Peter Kent

Picture Quiz



This picture was taken behind Hatherley Works. Name any of the riders and their machines and when the picture was taken. (Answers on page 10)

My New Machine

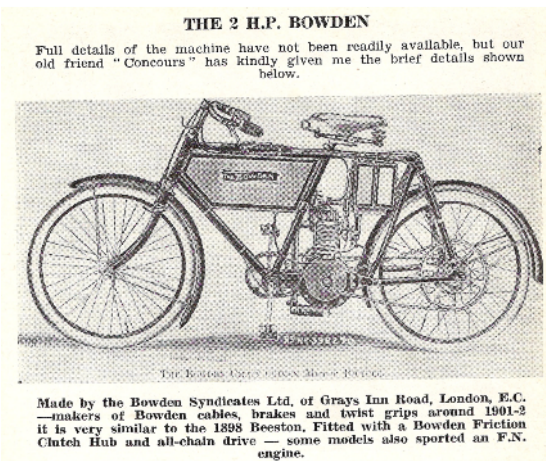


This is a 1914 Edmund with a 292cc JAP engine built in Chester. The lever going from the tank to the gearbox operates a two speed gear but there is no clutch. Notice the unusual sprung frame which Edmund tried to persuade other manufacturers to use, (including Douglas.)

*Ian Young – The man on the mike at Brighton
(If you're busy that day, maybe I could offer to ride it from Tattenham Corner? – Ed)*

Correction Corner

The following diagram and caption appeared on the cover of the VMCC Journal for January 1964.



This is probably the only machine of this type made by Brown Brothers, the engineering supplies company who also made a machine marketed as the Kerry. The engines for these were Kelecom or F.N. Perhaps the only

example can be seen at the small Pendine museum near Saundersfoot in South Wales. This machine was sold at an Alexandra Palace auction during the 1970s. It had the earliest example of a twist grip fitted in 1904. I was tempted to buy it but thought the price of £650 was excessive!

Ian Young

(The editor apologises for the delay in correcting this error.)

Gentlemen, start your engines!

I visited a friend recently who had just purchased the electric starter seen here. The rear wheel of the machine is reversed onto the rollers, and with the rider sat across the machine, the starter pedal, (seen on the right), is pressed and the rollers whirl, spinning the rear wheel and starting the engine. We used it with a lightweight but I have no doubt that it would work with a more modern machine on it.

Ed

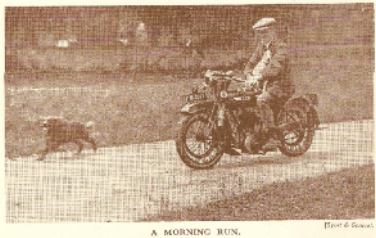


Non-Cotswold Section Event

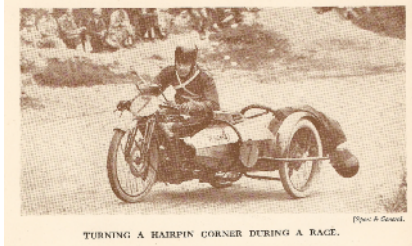
This is an early announcement of the Gloucestershire Steam and Vintage Extravaganza, at South Cerney Airfield, on 3rd/4th/5th August. Entry for exhibitors/participants (plus one helper/passenger) is free, although free exit/re-entry is outside 'show hours'.

Please contact John Grange for further details about motorcycle entries: john@jmgrange.demon.co.uk or 01453-762508

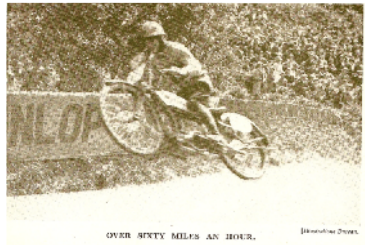
Images from Tony Wright KOBİ+KOBİ



A MORNING RUN. [Illustration: Duxbury.]



TURNING A HAIRPIN CORNER DURING A RACE. [Spec. A. Galloway.]



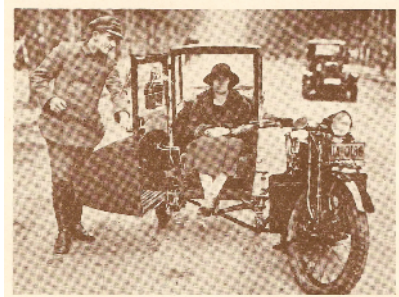
OVER SEVENTY MILES AN HOUR. [Illustration: Duxbury.]



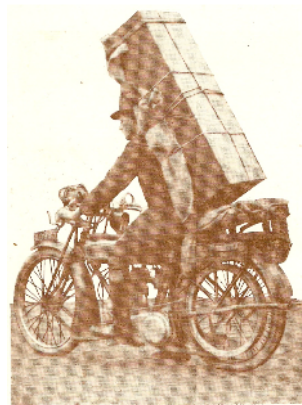
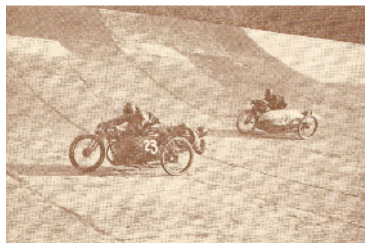
A MOTOR-CYCLE ROAD TRIAL. [Spec. A. Galloway.]



EQUAL TO ANYTHING. [Spec. A. Galloway.]



A MOTOR-CYCLE TAXI. [Illustration: Duxbury.]



MOVING DAY. [R. M. Mendon.]

I had a quick look at the small Baughan display in the entrance to the "Museum in the Park" at Stroud. The sidecar outfit is worth a look and incorporates a dog engaged sidecar wheel drive-shaft; however, it is the type of drive that James Starley eliminated with his differential design almost fifty years earlier!

The display is supported by The British Motorcycle Charitable Trust and features a nicely restored sporting Baughan sidecar outfit plus reproduced photos and a history of the Stroud manufacturer.

I am also enjoying reading the book "Wheels within Wheels" recommended by you, it is well written and most interesting.

Chris Roberts (Wheels within Wheels is in our Section Library – Ed)

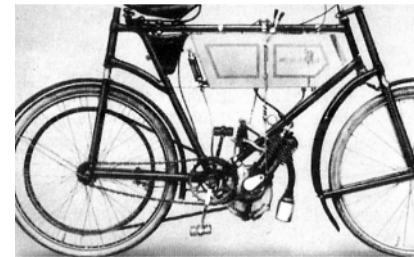
Answers to Picture Quiz on page 10

The photo was taken circa May 1968 in Matson Place, Tredworth, Gloucester, prior to a trip to the Island.

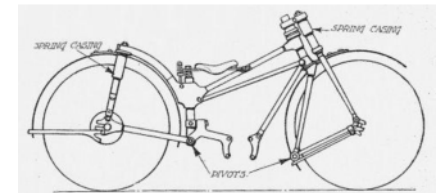
Left to right- Steve Dove, 1964 BSA DBD34 Gold Star, Charlie Standgroom on Brian Marsh's Velocette Venom, John William's Triton, Mike Tandy standing, Brian Keeling on 1964 Velocette Venom Clubman and Brian Marsh who had just finished restoring the 1938/9 Velocette MAC. Picture was taken using time delay and tripod mounted camera.

Coincidence

No sooner had I received the photo of the spring frame Edmund than I was sent these two images of the Ashburn spring frame.



1903 Experimental frame
Kenilworth



1926 drawing of spring frame

Suggestions for KOBİ Awards

1. We had to have the garage door repaired. The repairman told us that one of our problems was that we did not have a 'large' enough motor on the opener. I thought for a minute, and said that we had the largest one made at that time, a 1/2 horsepower. He shook his head and said, "You need a 1/4 horsepower." I responded that 1/2 was larger than 1/4 and he said, "NOOO, it's not. Four is larger than two."

2. I live in a semi rural area. We recently had a new neighbour call the local council highways department to request the removal of the Toads Crossing sign on our road. The reason, "Too many toads are being hit by cars out here! I don't think this is a good place for them to be crossing anymore."

3. I was at the airport, checking in at the gate when an airport employee asked, "Has anyone put anything in your baggage without your knowledge?" To which I replied, "If it was without my knowledge, how would I know?" He smiled knowingly and nodded, "That's why I asked."

4. When we arrived at a car dealership to pick up our car after a service, we were told that the keys had been locked in it. We went to the service department and found a mechanic working feverishly to unlock the driver's side door. As I watched from the passenger side, I instinctively tried the door handle and discovered that it was unlocked. "Hey," I announced to the mechanic, "it's open!" His reply, "I know. I already did that side."



Who are these fine men and why have I put them here? *Ed*

Cotswold Section Calendar for January to March 2012

January 2012

1st	New Years Day Gathering	The Daneway Inn, Sapperton, Cirencester
4th	Club Night	Churchdown Club, Church Rd., Churchdown
11th	"The Morgan - Ariel Special" - John Bradshaw	Churchdown Club, Church Rd., Churchdown
18th	Auction of Motorcycle Books and Ephemera	Churchdown Club, Church Rd., Churchdown
22nd	Winter Sporting Trial	Denfurlong Farm, Chedworth, Cheltenham
24th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
25th	Club Night	Churchdown Club, Church Rd., Churchdown
28th	Dinner and Award Presentation	Brickhampton Court Golf Club, Churchdown
29th	Winter Wandering	The Haw Bridge Inn, Tirley, Gloucester

February

1st	Quiz Night	Churchdown Club, Church Rd., Churchdown
8th	"Veteran and Vintage Triumphs" - Bill Phelps	Churchdown Club, Church Rd., Churchdown
15th	Club Night	Churchdown Club, Church Rd., Churchdown
19th	Winter Wandering	The Gloucester Old Spot Inn, Piffs Elm, Cheltenham
20th	Deadline for March 2012 Newsletter copy	
22nd	Club Night	Churchdown Club, Church Rd., Churchdown
28th	Committee Meeting	Churchdown Club, Church Rd., Churchdown

March

7th	"The Journey of a Lifetime", a sailing memoir - Patrick Howell	Churchdown Club, Church Rd., Churchdown
11th	Winter Wandering	The Carpenters Arms, Miserden, Stroud
14th	St Patricks Night Quiz	Churchdown Club, Church Rd., Churchdown
21st	Club Night	Churchdown Club, Church Rd., Churchdown
27th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
28th	Club Night	Churchdown Club, Church Rd., Churchdown
31st	Felix Burke Weekend Social Run	Denfurlong Farm, Chedworth, Cheltenham

COTSWOLD SECTION ROAD TRIALS IN 2012

Sunday April 1 st	58 th Felix Burke Road Trial	Chedworth Village Hall, Chedworth	Jenny Hart 01684 276610
Sunday May 23 rd	23 rd Cotswold Signpost Rally	Chedworth Farm Shop, Chedworth	Robert Rendell 01452 863470
Saturday 30 th June	24 th Cotswold Week-End Road Trial	Lower Lode Inn, Forthampton	Jenny Hart 01684 276610
Saturday 6 th October	29 th Cotswold Night Trial	Aviator Inn, Staverton	Len Ore KOBİ 01594 822432